

MODELS: Douglas (Army) A-26B and A-26C (Approved 12/19/46)

SPEC. NUMBER: L-3-4

(See NOTE 8 for approved variations of these model designations.)

(Eligible for Certification in Limited Category Only.)

(Holder of Limited Type Certificate: Paul V. Shields, New York, NY)

Engines (See NOTE 7)	2 Pratt & Whitney R-2800-21, -27, -41, -71, or -79
Fuel	Grade 100/130
Engine limits	R-2800-7, -41, -71 and -79:
(See NOTE 6)	Maximum, except takeoff (low blower)
	(Sea level) 42.5 in. Hg., 2400 rpm (1600 hp)
	(6500 ft.) 39.5 in. Hg., 2400 rpm (1600 hp)
	Maximum, except takeoff (high blower)
	(13,900 ft.) 40.2 in. Hg., 2400 rpm (1450 hp)
	(9,000 ft.) 43 in. Hg., 2400 rpm (1450 hp)
	Takeoff (low blower) (five minutes)
	(Sea level) 51.5 in. Hg., 2700 rpm (2000 hp)
	(1500 ft.) 49.5 in. Hg., 2700 rpm (2000 hp)

	R-2800-21:
	Maximum, except takeoff
	(Sea level) 42 in. Hg., 2550 rpm (1625 hp)
	(7200 ft.) 40.5 in. Hg., 2550 rpm (1625 hp)
	Takeoff (five minutes)
	(Sea level) 52 in. Hg., 2700 rpm (2000 hp)
Propellers	Hamilton Standard 23E50 hubs, 6359A-188 blades.
	Diameter 12'7". Pitch blade settings at 42"
	station: 26 degrees low; 90 degrees maximum
	high.
	Governor 4G8
Airspeed limits	Glide or dive - 365 mph
(See NOTE 2)	
Maximum weight	Takeoff 35,000 lbs., landing 31,000 lbs.
C.G. range	20 percent MAC to 30 percent MAC, gear retracted
	(C.G. movement caused by gear retraction at
	maximum takeoff weight is plus 1.5 percent MAC)
Datum	100 inches forward of jig point, centerline of
	hoist fitting
MAC	97.5 in. L.E. MAC (+203.5)
Other Operating	
Limitation	Army T.O. No. AN-01-40AJ-1 and AN-01-40AJ-5
Certification basis	Limited Type Certificate No. 3 (CAR 0 effective
	11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness
	for Export

EQUIPMENT:

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

NOTE 1. Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- a. Required equipment as defined under "EQUIPMENT" above.
- b. Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitations.

NOTE 2. The following placards must be prominently displayed in the positions indicated:

- a. In full view of all passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire." The placard and lettering shall be of a type which can be read easily from any seat in the cabin.
- b. In the cockpit in full view of the pilot:
 - "Do not extend wing flaps above 208 mph."
 - "Do not extend landing gear above 160 mph."
 - "Do not extend landing lights above 190 mph."
 - "De-icer boots operative - do not exceed 275 mph."
 - "De-icer boots inoperative - do not exceed 325 mph."
 - "Close top engine cowl flap for take-off."

NOTE 3. The following statement must appear on the Operation Limitations: "This airplane must be operated at all times within the limitations set forth in Army Technical Order No. AN-01-40AJ-1 except for limitations specifically called out in aircraft specification AL-3 in which the values given in aircraft specification AL-3 must be observed. A copy of the pertinent Army Technical Orders and this specification must be carried during flight." In all cases it will be the responsibility of the applicant to secure a copy of the correct Technical Orders. The CAA does not have these documents available for distribution.

NOTE 4. All structural repairs should be made in accordance with Army Technical Order No. AN-01-40AJ-3, also reference AN-01-40AJ-2 for maintenance. If any repairs, or modifications (other than those covered in the pertinent Army or Navy repair manual) are made prior to or subsequent to NL certifi-

cation, it is the responsibility of the owner to furnish sufficient evidence to a Civil Aeronautics Administration representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

NOTE 5. For certification for night flying the following must be accomplished:

- a. Replace the wing position lights with certificated units or satisfactorily modify the lights if pertinent.
NOTE: Type A-9 wing position lights (AN-3033-5 through -8) may be satisfactorily modified by painting the inside of the frosted cover black. Type A-9 (AN-3033-1 through -4) are satisfactory without modification.
- b. Replace the tail light with a certificated unit.
- c. If "Bright and Dim" conditions are provided for the position lights, either the resistors should be disconnected from the circuits and a single-pole-single-throw switch should be used to replace the two single-pole-double-throw switches presently installed for the wing-tip and tail lights, or the switches should be placarded to indicate that only the "bright condition" should be used. In either case the tail light and wing-tip lights should operate on one switch.

NOTE 6. War emergency engine ratings not eligible; therefore, anti-detonant injection equipment may be removed. If it is not removed, the water regulator lines and metered water transfer lines should be of the flexible type.

NOTE 7. On airplanes equipped with -27 engines, heat shields should be installed over all rubber type intake manifold pipe joint seals to prevent their burning from the radiant heat of adjacent exhaust pipes at the cylinder heads. The sleeve type rubber connections require an asbestos lined metal shield, AF stock No. 0235-83642 or equivalent and a strap type 2-1/2 in. hose clamp. The late type metal intake pipe joints which have a rubber seal ring inside, require shield and clamp assembly, AF stock No. 0235-100 or equivalent.

NOTE 8. Douglas Model A-26P and Model A-26C airplanes were redesignated while in military service as Model B-26B and Model B-26C airplanes, respectively. Some of the Model B-26C airplanes were further redesignated as Models TB-26C or RB-26C when modified to incorporate certain military training or reconnaissance capabilities. Also, individual airplane nameplate may have been modified to signify United States Air Force instead of United States Army Air Force as the responsible military agency. Any airplane reidentified in any of these respects is considered to be essentially identical to a Model A-26B or A-26C airplane; they are eligible for airworthiness certification under the provisions of this specification with no change of nameplate.

No original NL airworthiness certificates may be issued after 8/31/48. The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Service, Washington 25, D.C. Attn: A-298.